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TIME TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes

8.00 " " 8.15 " " 15 "

8.30 " " 8.45 " " 15 "

9.00 " " 9.15 " " 15 "

9.30 " " 9.45 " " 15 "

10.00 " " 10.15 " " 15 "

10.30 " " 10.45 " " 15 "

11.00 " " 11.15 " " 15 "

11.30 " " 11.45 " " 15 "

12.00 noon " 12.15 " " 15 "

12.30 " " 12.45 " " 15 "

1.00 p.m. " 1.15 " " 15 "

1.30 " " 1.45 " " 15 "

2.00 " " 2.15 " " 15 "

2.30 " " 2.45 " " 15 "

3.00 " " 3.15 " " 15 "

3.30 " " 3.45 " " 15 "

4.00 " " 4.15 " " 15 "

4.30 " " 4.45 " " 15 "

FRIDAY

7.30 a.m. to 10.30 a.m. every 15 minutes

10.30 " " 11.00 " " 10 "

11.30 " " 12.00 noon " 15 "

12.30 noon " 1.00 p.m. " 15 "

1.30 p.m. " 2.00 " " 15 "

2.30 " " 3.00 " " 15 "

3.30 " " 4.00 " " 15 "

4.30 " " 5.00 " " 15 "

SATURDAY

7.30 a.m. to 10.30 a.m. every 15 minutes

10.30 " " 11.00 " " 10 "

11.30 " " 12.00 noon " 15 "

12.30 noon " 1.00 p.m. " 15 "

1.30 p.m. " 2.00 " " 15 "

2.30 " " 3.00 " " 15 "

3.30 " " 4.00 " " 15 "

4.30 " " 5.00 " " 15 "

SUNDAY

7.30 a.m. to 10.30 a.m. every 15 minutes

10.30 " " 11.00 " " 10 "

11.30 " " 12.00 noon " 15 "

12.30 noon " 1.00 p.m. " 15 "

1.30 p.m. " 2.00 " " 15 "

2.30 " " 3.00 " " 15 "

3.30 " " 4.00 " " 15 "

4.30 " " 5.00 " " 15 "

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TIME TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
CANTON (Chi Shu Tau) dep.	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00
Shum Chai dep.	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Shum Chai arr.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10
Shum Chai dep.	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15
Shum Chai arr.	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20
Shum Chai dep.	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Shum Chai arr.	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30
Shum Chai dep.	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35
Shum Chai arr.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40
Shum Chai dep.	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45
Shum Chai arr.	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50
Shum Chai dep.	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55
Shum Chai arr.	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00
Shum Chai dep.	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05
Shum Chai arr.	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10
Shum Chai dep.	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15
Shum Chai arr.	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20
Shum Chai dep.	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25
Shum Chai arr.	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30
Shum Chai dep.	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35
Shum Chai arr.	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40
Shum Chai dep.	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Shum Chai arr.	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50
Shum Chai dep.	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55
Shum Chai arr.	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00
Shum Chai dep.	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05
Shum Chai arr.	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10
Shum Chai dep.	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
Shum Chai arr.	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20
Shum Chai dep.	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25
Shum Chai arr.	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30
Shum Chai dep.	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35
Shum Chai arr.	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40
Shum Chai dep.	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45
Shum Chai arr.	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50
Shum Chai dep.	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Shum Chai arr.	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00
Shum Chai dep.	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05
Shum Chai arr.	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10
Shum Chai dep.	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15
Shum Chai arr.	11.20	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20
Shum Chai dep.	11.25	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25
Shum Chai arr.	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30
Shum Chai dep.	11.35	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35
Shum Chai arr.	11.40	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40
Shum Chai dep.	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45
Shum Chai arr.	11.50	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50
Shum Chai dep.	11.55	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55
Shum Chai arr.	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00
Shum Chai dep.	12.05	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05
Shum Chai arr.	12.10	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10
Shum Chai dep.	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15
Shum Chai arr.	12.20	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20
Shum Chai dep.	12.25	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25
Shum Chai arr.	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30
Shum Chai dep.	12.35	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35
Shum Chai arr.	12.40	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40
Shum Chai dep.	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45
Shum Chai arr.	12.50	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50
Shum Chai dep.	12.55	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55
Shum Chai arr.	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00
Shum Chai dep.	13.05	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05
Shum Chai arr.	13.10	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10
Shum Chai dep.	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15
Shum Chai arr.	13.20	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20
Shum Chai dep.	13.25	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25
Shum Chai arr.	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30
Shum Chai dep.	13.35	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35
Shum Chai arr.	13.40	13.55	14.10	14.25	14.40	14.55	15.10	15.25	15.40
Shum Chai dep.	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45
Shum Chai arr.	13.50	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50
Shum Chai dep.	13.55	14.10	14.25	14.40	14.55	15.10	15.25	15.40	15.55
Shum Chai arr.	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00
Shum Chai dep.	14.05	14.20	14.35	14.50	15.05	15.20	15.35	15.50	16.05
Shum Chai arr.	14.10	14.25	14.40	14.55	15.10	15.25	15.40	15.55	16.10
Shum Chai dep.	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15
Shum Chai arr.	14.20	14.35	14.50	15.05	15.20	15.35	15.50	16.05	16.20
Shum Chai dep.	14.25	14.40	14.55	15.10	15.25	15.40	15.55	16.10	16.25
Shum Chai arr.	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30
Shum Chai dep.	14.35	14.50	15.05	15.20	15.35	15.50	16.05	16.20	16.35
Shum Chai arr.	14.40	14.55	15.10	15.25	15.40	15.55	16.10	16.25	16.40
Shum Chai dep.	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45
Shum Chai arr.	14.50	15.05	15.20	15.35	15.50	16.05	16.20	16.35	16.50
Shum Chai dep.	14.55	15.10	15.25	15.40	15.55	16.10	16.25	16.40	16.55
Shum Chai arr.	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00
Shum Chai dep.	15.05	15.20	15.35	15.50	16.05	16.20	16.35	16.50	

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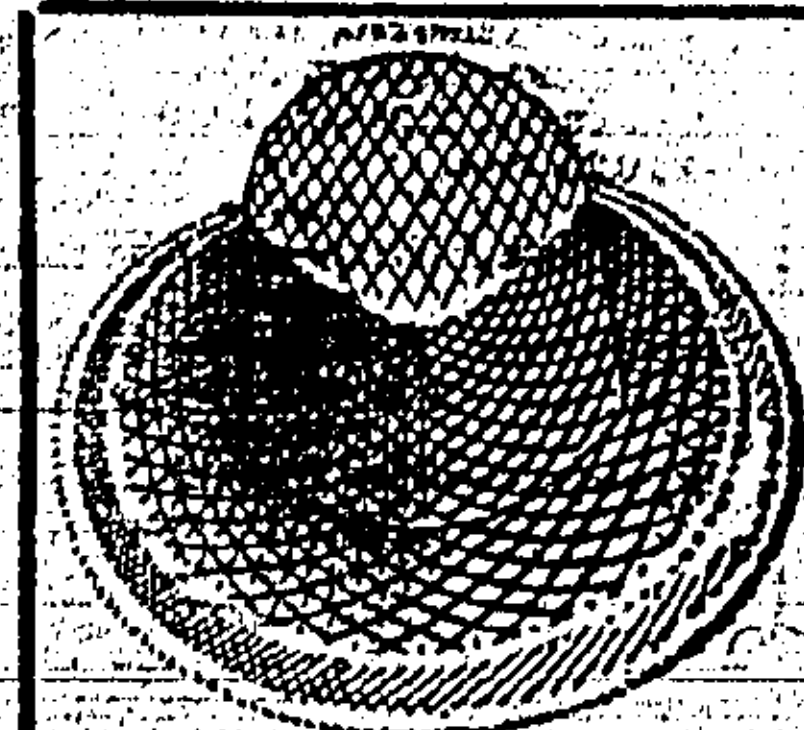
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HONGKONG'S ECONOMIC RESOURCES.

REPORTS BY COMMITTEES OF INVESTIGATION.

CONCLUSIONS AND RECOMMENDATIONS.

We have received from the Colonial Secretary a printed copy of the Report of the Economic Resources Committee appointed by H.E. the Governor a year ago, together with valuable appendices which include eight reports by sub-committees. Bound up with the Report of the Committee are verbatim reports of the proceedings at five meetings of the Factory and Home and Cottage Industries sub-committee and numerous appendices including

(1)—A list of Factory and Home and Cottage Industries under European or semi-European management.
(2)—A list of industries under Chinese management.
(3)—List of Industries in Hongkong and Kowloon under Chinese management.

(4)—List of Industries in New Territories.

(5)—Memorandum on the Salt Industry in Hongkong.

(6)—Memorandum on the Match Industry.

(7)—Sericulture in the New Territories.

(8)—Pig Breeding in the New Territories.

(9)—Tobacco Cultivation, Cotton growing, Tea, Fruit and Vegetable growing.

(10)—Circular letter with list of Questions.

Sir Robert Ho Tung as Chairman of the Factory and Home and Cottage Industries sub-committee has been responsible for the preparation of four of the eight reports, besides a lengthy memorandum which was submitted at the first meeting of the sub-committee. The report on Sericulture in the New Territories is the most voluminous of the Reports, the information being based largely on laborious experiments carried out on Sir Robert's farm at Sheung Shui, and the Report is illustrated by a number of very interesting plates. Another lengthy Report by Sir Robert Ho Tung is that on Pig Breeding, and the Cultivation of tobacco, cotton, tea, fruit and vegetables. This Report is also illustrated. Sir Robert Ho Tung, as Chairman of this sub-committee, also furnished a very informing Memorandum on the Salt Industry as carried on in the New Territories.

The Hon. Sir Paul Chater, C.M.G., has furnished a Memorandum on Land Development in the Colony, and, as Chairman of one of the sub-committees, has reported on "Mining and Minerals." A sub-committee of which Mr. E. V. D. Parr was Chairman has reported on "Shipping and Shipbuilding." Mr. John Johnston was Chairman of a Committee which reported on "Fisheries." A sub-committee under the Chairmanship of the late Mr. D. E. Moss reported on development from the tourist standpoint, including in the term commercial travellers and people generally who visit the Colony for business purposes or change of climate or scene, passengers transshipping and also Chinese visitors of a desirable type.

CONCLUSIONS AND RECOMMENDATIONS.

The Economic Resources Committee report their conclusions and recommendations as follows:—
(a)—First and foremost, the fact must be recognized that the labour problem figures pre-eminently in the consideration of the industrial development of Hongkong. Hitherto, so far, the supply has been equal to the growing demand, and there is no ground for apprehension that under present conditions the supply will not be fully maintained. At the same time we are not unmindful of the fact that the general tendency for all skilled labour in this part of the world, as in Europe and in America, and even in Japan, is to become more expensive.

(b)—High rent is a serious factor militating against industrial development. It gives a decided advantage in favour of Canton against Hongkong. We therefore, beg leave to reiterate our considered opinion that "in view of the increased advantages which will obtain as soon as a stable government is instituted in South China, it behooves the Authorities in Hongkong very carefully to watch the situation. We believe when settled conditions exist in Kwangtung advantages for conducting factories will be superior (considering all circumstances) to Hongkong, labour, land rentals and building conditions all being on a much lower basis."

(c)—As regards building conditions it is our opinion that the Building Authority should, if possible, relax building restrictions in such a way as to attract prospective industries to the Colony.

(d)—Small Chinese shipbuilding and repairing yards should be afforded facilities to continue their trade if disposed of their present leasehold rights by reason of any reclamation—public or private—or other works.

(e)—Government should define its policy with regard to the location of so-called offensive trades. Frequent removals have a detrimental effect on such trades and may lead in the end to the driving out of business of persons presently engaged therein.

(f)—It will be an advantage if, when the Sanitary Department carries out its periodical house-cleaning and lime-washing, regard is had to the convenience of factories so as to reduce to a minimum the disturbance of the ordinary working of the same.

(g)—Because Canton can build cheaper, it has captured the motor-boat building trade formerly conducted in Hongkong.

(h)—For the trade of motor-car assembling and repairing to be conducted remuneratively, moderate house-rent is a first essential. At present accommodation for garages within the City limits is prohibitive. It has been pointed out to us that chauffeurs' wages in Hongkong are maintained at a rate disproportionate to that ruling in Shanghai. Whether local conditions will warrant a substantial reduction in these wages, the Traffic Sub-Department of the Police Department will be more competent to express a definite opinion.

At the same time the training of Chinese chauffeurs, as suggested, under Police direction is well worthy of consideration. A course of instruction for chauffeurs in driving alone costs \$100, and a complete course, including mechanical instruction, cannot be obtained unless on payment of \$250.

(i)—The incidence of heavy taxation on tobacco and distilled rice-wine or *samsu* is felt to be burdensome on the tobacco manufacturing and wine-distilling trades. We submit no specific recommendations in this connection; but mention the fact as represented to us by the interests concerned in the hope that it will receive consideration.

(j)—The blocking of the river in the village of Ha Tsun, Ping Shan District, has had a very damaging effect on the groundnut industry as well as the native distilleries and pig farms. This matter is worthy of early attention. It is urged that it will be a great advantage to the well-to-do merchants of the districts of Un Long, Ping Shan and Au Tau if the Government were to build a police station on a hill in Mong Chang to guard the river boundary between British and Chinese territory.

(k)—Deficient water supply and manure matter in the Sheung Shui District force themselves upon our attention. If remedial measures could be devised to make good these deficiencies we are of opinion that the productivity of the district could be materially increased.

(l)—We feel certain that it suffices if attention of the Kowloon Railway Authorities be invited to a certain anomaly in the freight tariff for it to be readjusted. We refer to the respective charges on rice and bran as alluded to in the Memorandum on Pig-Breeding. While on this subject the General Manager of the Railway may regard with sympathy the wish of the farmers to have a station for animals awaiting transport at the Sheung Shui Halt. While the provision of this shed may not pay at first it is regarded as a very useful one and may in the end add to the revenue of the Railway.

(m)—We trust that the Government might see its way to reconstruct the small dam at Ku Tung (D.D. 22, 23, 24, 25), especially as it involves a very small expenditure only.

(n)—We venture to believe that the time is fast approaching when the population of the village of Aberdeen and its vicinity should have a water supply independent of the small reservoir serving the Tai Shing Paper Mill. Under existing arrangements the Mill's water supply is a precarious one in the dry season. We think there is cause for asking the Government to find some other means of supplying the village and floating populations by enlarging the reservoir, or if not practicable, of providing a new reservoir, or by a line of pipes from the Government's main water supply.

(o)—It has been demonstrated that the Salt Industry has ceased to be a profitable trade in the districts of the New Territory.

(p)—We strongly urge the desirability of stimulating the effort at reestablishing the match industry in the Colony, and to this end would suggest the necessity for a sympathetic consideration of any application for leases of Crown lands as well as building covenants and restrictions. In connection with the match industry we suggest that the Botanical and Forestry Department might consider the expediency of planting suitable timber for match wood and boxes in connection with its afforestation plans in the near future.

(q)—The value of sericulture cannot be over-estimated, and we endorse the Chairman's recommendations set out in detail in para. 68 above.

(r)—We would like to see pig-breeding more extensively undertaken by the farmers in the New Territories, once it is shown that it can be, as it has been, made a remunerative industry.

(s)—Nothing can be lost by experiments being conducted with a view to demonstrating the feasibility of successful cotton cultivation on the mainland. The hosiery trade is increasing by leaps and bounds, and it behooves the Government to foster this industry by affording the means for supplying the raw material required by the trade. The starting of a new Cotton Mill with Chinese capital is mooted. All that its promoters desire is the ability to obtain cheap cotton, independent of cotton supplied by foreign interests inimical to local industrial development.

The Report is signed by Sir Robert Ho Tung, as Chairman, and by the Hon. Mr. Lau Chu-pak, Mr. D. O. Russell, Mr. G. T. Edkins, Mr. Chow Shou-son, and Mr. K. E. Greig. Owing to Mr. Chan Hui's absence from the Colony he was unable to sign the Report. A draft copy of the Report was forwarded to him at Shanghai and Mr. Chan Hui telegraphed his entire approval of the Report.

LAND DEVELOPMENT IN THE COLONY.

PAPERS BY THE HON. SIR PAUL CHATER, C.M.G.

SUBMITTED TO THE ECONOMIC RESOURCES COMMITTEE.

In my opinion the method by which the Economic Resources of the Colony can best be developed is by expansion, and by this I mean the acquisition of land on the sea level suitable for buildings, such as factories, godowns, and tenement houses, the opening up by roadways of the higher levels at present unapproachable and the provision thereby of many excellent sites for residential property suitable for the erection of houses at rentals to suit all classes of the European Community.

That there are many localities on both sides of the harbour where such expansion can easily be made is an indisputable fact.

As one instance thereof, I have now to submit for your consideration a scheme by which a very large area of land can be added to the Colony's sea frontage at a comparatively low cost and from which the Government and Colony in general will greatly benefit.

This scheme deals with the reclamation of some 800,000 square feet of land at Kennedy Town as shown on the plan and chart which I lay on the table.

This reclamation, when completed, would give to the Colony an approximate area in Marine Lots, having a fairly deep water frontage, of 383,000 square feet, and in Inland Lots an approximate area of 101,000 square feet, which latter area would be further increased by some 250,000 to 300,000 sq. feet by land in the immediate neighbourhood now merely hillsides and from which the necessary filling for the reclamation could most conveniently be taken. Leaving out of consideration for the moment this further increase to our Inland Lot area, we obtain on the reclamation itself an area available for building of 84,000 square feet, the remaining 240,000 square feet being required for roads, etc.

The estimated cost of this reclamation, including granite faced Praya Wall, nullahs, and filling to an average level of 13 feet above Ordnance Datum and contingencies, is \$557,000 or about 60 cents per square foot of area to be reclaimed. This is, when compared with the cost of private reclamation recently made at North Point, and which worked out at about 90 cents per square foot, a liberal figure. Existing lots in the immediate neighbourhood have very recently been sold at \$7 per square foot for Marine and \$5 per square foot for Inland Lots.

Let us suppose that the area to be obtained were sold on this basis, we arrive at a gross receipt for Marine Lots of ... \$2,541,000
And for Inland Lots ... 1,337,000
Less cost of reclamation ... \$557,000
A net profit of ... \$3,321,000

but as these figures may reasonably not be readily obtainable, let us base our calculation upon the safer basis of say \$5 per foot for Marine and \$3 for Inland Lots. This will give a net profit of \$1,831,000, to which may be added the sum to be obtained from the sale of the additional, say, 250,000 square feet obtained by the cutting of the hillside to which I referred, the cost of which is included in the cost of the reclamation, and which at, say, \$2.50 per foot would produce a further \$625,000, making a total of \$2,456,000 profit to be obtained from the sale of the full area—a very handsome sum—not to mention the steady annual income accruing to the Treasury by way of Crown Rent and Rates when the land becomes fully or partially developed. Crown Rent alone is estimated to produce over \$10,000 per annum.

Similarly, further additions to our building area are well within the bounds of practicability, by reclamation of a like nature stretching from the Electric Company's property at North Point, round to Quarry Bay, and from the other side of Tai Koo Dockyard on to Shauiwan.

On the other side of the island there exists a very large area immediately beyond Yaumati and stretching on both sides of the main road up to the village of Mong-kok-tau, capable of being easily filled in by the cutting down of the surrounding hills, and which, when done, would add to this neighbourhood several acres of useful land.

For residential purposes the south side of our Island has, up to now, remained practically a dead letter; but in these days of motor-cars, omnibuses and potential tramways, giving rapid and easy access to and from the business centres, the day is not far distant when the many excellent building sites to be obtained on this side of the island will be taken up, and homes where one may enjoy the benefit of the southern breezes during the hot summer months will there be established. At present much of this land that I have in mind is occupied by our Dairy Farm; but it may be made easily available by the removal of the Farm to larger, and for their purposes, better tracts of land in the New Territory.

II.

When addressing you, the other day on the subject of the Colony's Resources I referred to the acquisition of a further large area of land to be obtained by reclamation at North Point, extending from the Electric Company's Station almost to Quarry Bay.

I have now gone somewhat more fully into the matter, and as you will see from the plan and chart, which I lay on the table, the approximate total area to be obtained by this scheme is 3,800,000 square feet at an estimated cost, including granite faced Praya Wall, roads, filling to an average level of 13ft. above Ordnance datum and contingencies of \$2,680,000 or about 70 cents per square foot.

Square feet.
A total area to be reclaimed of 3,800,000
Less required for Roads,
Streets, etc. ... 750,000

Gives us an area in Marine
Lots of ... 3,050,000

to be disposed of by the Government.

Land in this neighbourhood has, to my knowledge, been sold at as much as \$2.50 per square foot, but to place our calculations upon a more conservative and safer basis let us presume that the price be only \$3 per square foot, at which price we arrive at a gross receipt of ... \$9,150,000
Less cost of reclamation ... 2,680,000
A net gain of some ... \$6,470,000

to the Colony's revenue, if and when all the land is sold.

The necessary filling for this work is readily obtainable from the hillsides in the immediate neighbourhood, and, as I pointed out when putting forward my suggestion for the Kennedy Town development, a further considerable area by way of Inland Lots will also be obtained in this district.

It is impossible, at the moment to approximate what this area will be, but it cannot but be very considerable, and I estimate the price obtainable for such Inland Lots at from 50 cents to \$1 per square foot. It will thus be readily seen how large an increase must accrue to the revenues of the Colony by way of Land Premium, Crown Rent, Government Rates on rateable improvements whenever such scheme be carried out to completion.

I do not, however, advocate for a moment the immediate undertaking of so large a work, particularly in view of the more important Praya East Reclamation which will no doubt be shortly put in hand, but rather throw out this suggestion as a possible and potential asset to the Colony in years to come.

THE STRIKE OF TEACHERS.

The teachers' strike in Peking still continues. On account of the prevailing financial depression, the Government is not in a position to advance money for the establishment of an "educational foundation fund" as demanded by the teachers and students. Through co-operation, measures will be devised to secure funds sufficient for the payment of the teachers for two or three months, so that the colleges and schools can be reopened. It is believed that with the Ministry of Finance as surety, a loan will be obtained by the authorities for educational purposes. Responsible Government authorities are of the opinion that there must be a universal system of education for the country before the proposed "education foundation fund" can be created.

In view of the establishment of a "Communications University" by the Ministry of Communications, it has been suggested by the teachers' strike association that this Ministry, which is regarded as the richest Government board in Peking, should contribute the sum of two hundred thousand dollars yearly towards the proposed educational foundation fund for the benefit of education in China. The authorities of the Chiao Tung regard the suggestion as unworkable on the ground that the financial position of the Ministry is as bad as that of any other Government board in the capital, and it is, therefore, quite impossible for it to render financial assistance to institutions out of the communications circle. In order to correct the wrong impression that the Chiao Tung is the wealthiest ministry, a statement, signed by Mr. Lin Ching-san, Associate-Chief of the Through Traffic Transportation Bureau, with the concurrence and approval of Mr. Baker, adviser to the ministry, has been issued giving particulars about the receipts and incomes from the Peking-Mukden, the Peking-Hankow, Tientsin-Fukow, and other Government railways and the various expenditures and outlays, showing clearly, instead of a big silver reserve, serious deficits in the treasury of the Chiao Tung.

WHEN A MAN'S FORTY.

If he has not previously worn glasses, he should lose no time in having his sight properly tested. If he has worn them, he should make quite sure by a scientific test that his glasses do not want altering. This is important. Up to the age of forty the muscles of the eyes will sometimes make up for defect by straining. After forty, the elasticity of these muscles gradually lessens until they become quite faint. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 63, Queen's Road, Central, have the equipment to test your sight accurately. Adv.

COAL STRIKE CRISIS:

TRANSPORT WORKERS DECIDE ON
SUPPORTING MINERS:

PREMIER ASKS FOR RESUMPTION OF NEGOTIATIONS.

BRITAIN'S MESOPOTAMIA OILFIELD CLAIMS:

LORD CURZON'S REPLY TO UNITED STATES'
OBJECTIONS

RE-OPENING OF SIBERIAN MAIL ROUTE.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

MINERS' STRIKE CRISIS.

MR. LLOYD GEORGE DESIRES
RESUMPTION OF NEGOTIATIONS.

LONDON, April 6th.

It is officially announced that Mr. Lloyd George has written to the President of the Mining Association and the Secretary of the Miners' Federation asking them to resume negotiations.

MINERS FEDERATION TO MEET
OWNERS.

LONDON, April 6th.

The Miners' Federation has decided to meet the representatives of the Government and the mine-owners.

THE DIE IS CAST BY TRANSPORT
WORKERS.

LONDON, April 6th.

The transport workers conference, today, decided to support the miners, and immediately to negotiate with the railwaymen and miners with a view to Triple Alliance action.

PITCHED BATTLE BETWEEN
POLICE AND STRIKERS.

LONDON, April 6th.

The under-manager refused to cease working the pumps at Cowdenbeath, near Dunfermline. He was captured and severely mauled by a mob of strikers. He was eventually rescued by a large force of police. Conflicts between the police and the strikers developed, at midnight, into a pitched battle. There were many casualties among the strikers. The street lighting was derailed, and the town was in darkness.

It is announced that Army leave in the United Kingdom has been stopped. The miners' hope of getting unemployment dole has been dashed to earth by the courts of referees in Coalville, Pontypool and Wigan dismissing their claims, which were regarded as test cases, in the appeal on behalf of miners.

It is noted that all racing this week has been abandoned.

EARLIER CABLES.

UGLY SITUATION IN SCOTLAND.

LONDON, April 6th.

While no further incidents in England or Wales have been reported, an ugly situation is developing in Scotland. Fipens headed bands of miners at Leven and Benhar, near Shotts, who demanded that the furnace be immediately extinguished. A police guard at Benhar was overpowered in a fight in which four police men and several loyal employees were injured. The miners afterwards burned five haggis, smashed machinery and left twenty-five ponies to drown underground.

A mysterious explosion occurred at Shetland Colliery, near Glasgow, after the manager and an overman had descended to examine the machinery. The manager was killed and the overman severely injured.

Reinforcements of police have been sent to the pits in Lanarkshire and the Lothians in response to urgent requests for help.

The electric power station at Lochgelly, Fifeshire, has been cut off and the water supply in a number of Fifeshire villages has failed owing to the stoppage of pumps in the mines.

All volunteers have been compelled to withdraw from the East Fifeshire collieries, whilst intimidation of pumpmen threatens the Glasgow, Cambrian and naval collieries in Wales with disaster.

TRANSPORT WORKERS IN
CONFERENCE.

LONDON, April 6th.

Half a million members of thirty-five Unions were represented at a Delegate Conference of the Transport Workers' Federation at Westminster today, presided over by Mr. Gosling, to consider action in the coal crisis.

The delegates on assembling were handed a "rank and file" manifesto from the miners declaring, *inter alia*: "You are faced to-day with the greatest crisis in the history of the British working class. A million miners have been locked out by the mine-owners, aided and abetted by the Government. It will be your turn next. Every sailor, fireman, steward and cook is faced with a reduction of ninety shillings monthly. Not even Lord Shaw's dockers' award is secured. We miners look for definite and decisive action now, for sooner or later you will be compelled to act in self-defence. Why not join your comrades of the mines and meet the frontal attack of capitalists by mass action to-day with the British working class of the miners in the first battle. Your place is in the firing line."

The Conference adjourned until tomorrow, without coming to any decision.

OPPOSITION TO DRASTIC ACTION.

The prospects of seeking unanimity at tomorrow's resumed Conference of transport workers are believed to be remote.

It was learned to-night that the opposition to drastic action is becoming stronger. Kensington Gardens have been closed to the public. During the railway strike, part of Hyde Park and adjacent Kensington Gardens were used as a great milk-distributing depot, and apparently preparations are being made to establish a similar depot.

MR. HAVELOCK WILSON CAUSES
SENSATION.

LONDON, April 6th.

The country is eagerly awaiting to-night's debate in the House of Commons, in the hope that suggestions with a view to peace will emerge therefrom. There is growing opinion in support of the proposal that an extended period of State control of the mines will prove a way out. Lord Derby, addressing the Liverpool Chamber of Commerce to-day, urged that State control be continued for another month.

There is no development of the reported opening of informal peace negotiations between the Government and the miners' leaders. The attitude of the latter and the Triple Alliance is criticised not merely by Mr. Bromley but by Mr. Havelock Wilson, who caused a sensation at the Transport Workers Conference, which was private, by a speech denouncing the miners' demand for a subsidy and declaring that the seamen were not making any fuss about the reductions with which they were threatened and had not asked the Triple Alliance for help. The speech was received with expressions of disapproval from many delegates, but it made a considerable impression. The representatives of the seafarers at the Conference notably opposed strike action.

DEBATE IN HOUSE OF COMMONS.

LONDON, April 6th.

The coal debate in the House of Commons was opened by Mr. Chamberlain moving a humble address to His Majesty thanking him for his gracious message that he declared the existence of a state of emergency.

Commander Kenworthy and a few Labourites wanted to challenge a division on this point, but the motion was passed without debate and without a division.

Sir Robert Horne, speaking on the motion as regards emergency powers, emphasised the seriousness of the coal stoppage, which had extinguished that first flicker of reviving trade. Nobody could say when the flicker would be re-lighted. There were shouts of dissent from the Labourites, and counter-cries from the Ministerialists, when Sir Robert Horne continued asserting that the last coal strike robbed us of many markets and dwelt on the American coal invasion of Europe, which the present crisis threatened to aggravate.

LABOUR INTERRUPTIONS.

Sir Robert Horne fervently hoped that the discussion would be calm and thus create a spirit conducive to a settlement. The fact was that the slump in coal prices falsified the anticipations of six months ago, and the situation must be met. Dealing with Labour interruptions to the effect that it was a lock-out and not a strike, Sir Robert Horne pointed out that notices posted in the South Yorkshire and other pits showed an increase, not a decrease, in wages. (Ministerial cheers.) Sir Robert Horne asked if the Labourites contended that the South Yorkshire miners were locked out. (Labour cries of "Yes" and Ministerial laughter.) Sir Robert said he was content to leave the matter there. He did not propose to discuss the fairness of the rates in particular districts, because the Miners' Federation refused to discuss rates with the owners.

Sir Robert Horne said he met the miners' representatives last week, and offered to help them as regards reconsideration of rates by the owners. He was immediately told that it was useless for him to see the owners, because the situation could only be solved by the Government granting a subsidy. Therefore the House would understand that the present controversy was not about rates, but whether the country should assist the coal trade with a subsidy which might run into tens of millions in a single year. Such a subsidy was only payable by taxes, and the greatest tax-payers were the great industries, which were already suffering the direct tribulation. Were they going to tax these industries in order to subsidise an industry which had better chances? (Labourite interruptions and Ministerial counter-cries.)

Continuing, Sir Robert Horne declared that the only possible basis of discussion now was on the wages systems of each district. This remark was not by some Labourite cries of "Never" and "Over our dead bodies." Sir Robert said he hoped before many days to see a change in the Labourite attitude on this point. He considered the suggestion to extend Government control for a month impracticable and repudiated the suggestion that this was a first attack on wages, again quoting the case of South Yorkshire. He concluded by dwelling on the country's difficult industrial position, saying every trade was suffering alike. He urged the miners to bear the difficulties like others and await more prosperous times. He hoped the miners, profiting by the opportunities of reflection since the stoppage, were now ready to negotiate than they were last week.

Mr. Stanley Holmes urged the formation of a committee of three business men and three non-mining Labour leaders with a view to finding means to reopen the negotiations.

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DATE OF DE-CONTROL.

Mr. Clynes inquired why the date of control of coal was suddenly brought forward to March 31st, when it was on the statute book that control would continue to August 31st. Negotiations were progressing, when suddenly something occurred, breaking them down. The miners did not reject the possibility of a diminution of wages, but would not be on a uniform percentage. New plans for the rescue of mining must be devised. The owners' proposals, apparently supported by the Government, would throw back the industry to pre-war conditions—(Labour cries of "Worse.")—He urged that control be continued for three months and reminded the Premier that it was he who first began to tell the workmen that they would be audacious if they united so as to be able to hold what they won by the war.

Mr. Stanley Holmes urged the formation of a committee of three business men and three non-mining Labour leaders with a view to finding means to reopen the negotiations.

MR. ARQUITH'S SUGGESTION.

Mr. Arquith said he was convinced that the miners had not embarked on this struggle from motives of mere passion, yet he almost completely agreed with Sir Robert Horne's remarks with regard to the cessation of control, and the financial and industrial impossibility of calling on any particular industry by a subsidy. The root of the trouble lay in distinguishing between regulating wages on a national or district basis. He urged that a further exploration of these principles might prove that the differences were not unbridgeable, with the evolution of a scheme involving a gradual reduction of wages. Meanwhile preliminary to such discussion, the life of the mines must be preserved.

ATTITUDE OF ORGANISED LABOUR.

Mr. J. H. Thomas said the miners were being offered a wage equivalent to a pre-war level. Every decent employer should resist against such a wage. He deplored the risk of a fight to the finish, and said that at the moment the odds were heavily favoured the dispute. The wages offered the miners justified them in saying "We prefer to starve to death than to work to death," and that view would be backed by organised labour. Mr. Thomas added: "We will support the workman in refusing a starvation wage."

In course of the debate, the miners' leader undertook to have all the pit ponies still down immediately brought up.

PREMIER'S REPLY.

Mr. Lloyd George declared that there had been a demand for the decontrol of all industries and that the subsidising of any great industry was completely indefensible. Such a subsidy was specially indefensible having regard to the heavy taxation and the condition of the exchequer, and the continuation of control to August 31st would have meant a national loss of a hundred millions, a burden which no Government would be justified in placing upon the overburdened taxpayer in order to pay wages or pay mining profits. There was no reason to suppose that a month's extension of control would have avoided a stoppage. The Government was ready to enter into fresh discussions with a view to a settlement, on two conditions—firstly, it could not recommend to Parliament the maintenance of an industry out of general taxation, secondly, it was impossible to resume control. Outside these two limitations there was a very wide field for discussion. The Government would be willing to do anything possible to promote a good understanding between the owners and the miners, but if there were such negotiations the Miners' Federation and the miners should give every facility for assistance to prevent the pits being destroyed during the discussions and also to have any dumb animals remaining below. He hoped the miners' leaders and the owners would meet immediately to consider a permanent settlement and to prevent a repetition of disputes so damaging and such a menace to the industry of the whole country.

The debate was adjourned until tomorrow.

IN THE HOUSE OF LORDS.

Lord Curzon, introducing a similar resolution in the House of Lords, said he troubled to anticipate what would be the verdict of the Triple Alliance. A desperate spirit was already manifesting itself in some parts of the country. He had just learned from Scotland that the damage in some of the pits would be appalling. Unless the damage was arrested within twenty-four hours, they might be confronted by the end of the week with a crisis as grave as any during the war. He pictured the development of national convulsion, disorder, violence and acute class warfare. No Government could yield to such a menace. The foodstuffs of the country were ample. Ships were being taken to provide the necessary forces to maintain order, for the defence of public buildings and for the protection of the police and the brave men who were endeavouring to save the mines, but the Government would take every opportunity towards conciliation.

THE DEBATE WAS ADJOURNED UNTIL TOMORROW.

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LATEST CABLES.

MESOPOTAMIAN OIL.

LORD CURZON'S REPLY TO
UNITED STATES.

LONDON, April 6th.

Lord Curzon's reply to the United States Note regarding the Mesopotamian oilfields is published as a White Paper. It maintains the validity of the rights acquired by the British Government, because before the war the Turkish Government granted the lease of the oilfields in the Mosul and Baghdad Vilayets to the Turkish Petroleum Company, the capital of which was British and German.

The German interests were liquidated in war time, and have been now allotted to the French Government in return for facilities by which oil will be enabled to reach the Mediterranean.

The reply states that there is no intention, through the Anglo-French agreement, of discriminating against American and other nationals, and contends that the British group should not be deprived of the fruits of its enterprise owing to the war, without which they would long since have been working the oilfields.

Lord Curzon's reply emphasises the fact that the Anglo-French agreement is as valid as the Standard Oil Company's concessions in Palestine. It had adapted the pre-war arrangements to the existing conditions. The British Government has not acted in any selfish, monopolistic spirit, but has consulted the best interests of the future Arab State, who will not be precluded from enjoying the full benefit of ownership by prescribing conditions on which the oil-fields should be developed.

Lord Curzon concludes that in view of the fact that the American oil produces 70 per cent. of the world's oil and an additional 12 per cent. is controlled by American interests in adjoining territories, it is not easy to justify the United States Government's contention that American control should be extended to mandated territories at the expense of the subjects of another State, who obtained valid concessions, while developing the oil industry in the Philippines is confined to Americans, and the United States has cancelled all oil concessions to British subjects in Haiti and Costa Rica.

P. & O. DIVIDEND.

ON DEFERRED STOCK.

LONDON, April 6th.

The Peninsular and Oriental Steam Navigation Company has declared an interim dividend at the rate of 12 per cent. per annum on Deferred Stock, tax free, for the six months ended March 31st, last.

TO EXPLOIT SPITZBERGEN COAL MINES.

NEW DUTCH VENTURE.

LONDON, April 6th.

A Rotterdam message states that a Dutch Spitzbergen Company, capitalised at seven million guilders, has been formed to exploit the coalfields and other minerals in Spitzbergen.

JUTE MILLS STRIKE.

TEN THOUSAND COME OUT.

CALCUTTA, April 6th.

Ten thousand men have come out on strike in the jute mills in the Howrah district.

CHESS CHAMPIONSHIP.

RESULT OF EIGHTH MATCH.

HAVANA, April 6th.

The eighth chess match between Capablanca and Lasker resulted in a draw, after 30 moves.

WAR IN ASIA MINOR.

GREEKS SUFFER SEVERE
SET-BACK.

LONDON, April 6th.

Independent and authoritative information received in London from Anatolia indicates that while the Turkish figures of Greek losses are exaggerated, the Greeks have suffered a severe set-back, compelling them to retire to the original line, but the Turks apparently are not following them up.

It is believed that the Greeks have a sufficient force to hold the Turks, if the latter follow up, and the Allied forces in the Straits are not regarded as having been imperilled.

GREEKS CLAIM SUCCESSES.

LONDON, April 6th.

A Greek communiqué received to-day states—The battle of Eskishehr has ended. We have withdrawn to the point from which we started the attack. The Turks have not attempted to obstruct our withdrawal, owing to heavy losses. We captured Bourgas, 45 kilometres south of Usak, routing three hundred Turks, and the railway station at Tchirvili, routing two thousand. South of Akunkashisar we forced the 41st Division, coming from Cilicia, to retreat.

HOOTING A HAPSBURG.

KARL'S UNPLEASANT
EXPERIENCE.

VIENNA, April 6th.

Karl is returning to Switzerland and arrived at the Austrian frontier station Fehring, yesterday, at noon. He was cheered en route by Hungarians, and the latter's attitude became worse as the journey proceeded, till the train had to be stopped at Frohndorf, Styria, owing to threats on the part of workers in the next town, Bruck.

KARL'S DEPARTURE.

BUDAPEST, April 6th.

The Premier announced in Parliament that the ex-Emperor Karl left Stienamanger to-day.

EARLIER CABLES.

AMERICA AND VERSAILLES TREATY.

PRESIDENT HARDING'S ATTITUDE.

WASHINGTON, April 5th.

President Harding, interviewed, stated that he was convinced that there was no practical way in which the Government could consider ratification of the Treaty of Versailles, but there was no need for precipitate action on the Knox resolution. There was no reason for reversing the position he adopted when he voted for the resolution.

AMERICA'S GRIEVANCE.

PARIS, April 5th.

According to the *Echo de Paris*, the United States has forwarded a Note to Great Britain, France, and Italy declining to be bound by the Treaty of Versailles, and complaining that the Allies have shared out the ex-German Colonies, including the island of Yap, without consulting America.

French opinion regards the Note as seeking to establish the serious principle that America is not bound by anything concluded in Europe since the Armistice.

UNITED STATES POLICY.

DECLARATION OF EMERGENCY
CO-OPERATION.

NEW YORK, April 5th.

The *Times*, referring to the Government's policy, says that, whilst there can be no specific pledge of military or political alliance with Europe, a declaration will probably be made in the Knox peace resolution that if the peace of Europe is again threatened by any Power or combination of Powers the United States will regard such a situation as menacing her own peace and freedom, and will consult other Powers with regard to the means of removing the menace.

DAVIS CUP.

DATES OF CONTESTS.

NEW YORK, April 5th.

The Lawn Tennis Association has advised the challenging nations for the Davis Cup that the first round must be completed by July 20th, if played in the United States—by July 20th, if played elsewhere. The second round must be completed, wherever played, by August 6th; the third round by August 13th; and the fourth round by August 20th.

The challenge round begins at Forest Hills, New York, on September 2nd.

FRENCH FOREIGN POLICY.

BAD FAITH OF GERMANY.

PARIS, April 5th.

In the Senate, in the course of a speech on foreign policy, M. Briand attributed France's anxious financial situation to the bad faith of Germany, who had endeavoured to aggravate the temporary differences which arose between the Allies but unexpectedly encountered a solid front. He was of opinion that Germany would soon divulge sources of revenue at present concealed, when she realised that the Allies were determined to enforce the Treaty. He declared that France considered it prudent not to follow Great Britain's lead in signing a trade agreement with the Soviets.

GOVERNMENT'S IRISH POLICY.

CHURCHES URGE ALTERATION.

LONDON, April 5th.

A powerful appeal, signed by nine English and Scottish Bishops and eleven Presidents and Moderators of the English and Scottish Nonconformist denominations, has been addressed to the Premier and Sir Hamar Greenwood, and circulated amongst the Christian Churches, urging the Government to alter its Irish policy, which is exposing us to misunderstanding and provoking hostile criticism throughout the Empire and the world. The appeal pleads that the Government should arrange a truce and resolutely pursue a magnanimous course.

GOLF LINK MYSTERY.

IDENTIFICATION OF VICTIM.

LONDON, April 6th.

The victim in the Ashford (Middlesex) golf links tragedy, as cabled yesterday, has been identified as Vincent Fovargue, who disappeared four months ago from Dublin, where he was wanted by the Crown Forces as a Sinn Féiner. The police investigation in London shows that Fovargue's body was taken in a motor-car to the links.

TENNIS PLAYER'S WIFE IN TROUBLE.

CHARGE OF THEFT OF CLOTHING
FROM PAVILION.

NICE, April 6th.

Mrs. Gordon Lowe, wife of the tennis player, was sentenced to-day by the Correctional Tribunal to a year's imprisonment and a fine of Fr. 600 on a charge of stealing valuables from the clothing of players at Cannes tennis court. She, however, was granted the benefit of the First Offenders' Act, so far as imprisonment is concerned, the execution of this portion of the sentence being thus suspended indefinitely.

THE BODMAN OPERA CO.

The Bandman Opera Company was again favoured last night with a practically full house when they staged "Tails Up," and fully sustained the reputation the Company have won in their previous revues. "Tails Up" afforded a capital two hours amusement. To-day "Irene" is the piece.

FAR EASTERN CABLE NEWS.

MAILS THROUGH RUSSIA FOR FAR EAST.

LONDON G.P.O. ANNOUNCEMENT.

(THROUGH REUTER'S AGENCY.)

LONDON, April 6th.

The London General Post Office announces that it is now ready to accept mails for Russia in Europe, Russia in Asia, and Vladivostok, via Moscow.

THE MULTIPLICATION OF CHAMBERS OF COMMERCE.

"HAPPY CO-OPERATION
SHATTERED."

We extract the following from the *Japan Chronicle*:—Our Shanghai correspondent has recently called attention to the multiplication of Chambers of Commerce at that port. Prior to the war one foreign Chamber of Commerce was deemed adequate for the requirements of Shanghai's cosmopolitan community. Merchants of all nationality met together and consulted on the various questions affecting trade and commerce, information on markets was shared, and it seemed to be realised that the interests of foreign merchants were in the main identical. The war shattered this happy co-operation. The Germans dropped out or were excluded, as was natural in the circumstances, seeing that the majority of the members were British. Not satisfied with that, however, it was determined to set up a special British Chamber of Commerce, and this was soon carried into effect. As a result an American Chamber of Commerce was set up, and a French Chamber, and so on. It seemed as if the representatives of this Alliance, having united in war, were determined to show that such an alliance did not extend to trade, where cut-throat methods were to be enforced. This segregation of the British community in matters of trade had the approval of the British Foreign Office, which presented the curious appearance of conducting a war in common with a number of other nations while encouraging disunity in commercial affairs. An attempt was made to carry the same policy into effect in Japan, but British merchants in this country declined to break up the organisation, and would do well in the past, though of course the German members necessarily dropped out. British merchants in Japan believed they knew their own business better than the British Foreign Office. In China, however, the policy of disuniting foreign merchants has been persisted in, even to the extent that in the smaller ports four or five British merchants have solemnly gathered together and formed a British Chamber of Commerce. It seems a very unwise policy, and must play into the hands of the Chinese, who naturally set one group of foreign merchants against another and reap advantage thereby. They would be acting against all the recognised canons of trade if they did not. The whole thing is so foolish that it is surprising to find that it has survived the insanities of the war. But reason once thrust out finds it difficult to return.

JAPANESE ACTIVITIES IN SZECHUAN.

Chinese official reports from Chungking and Chengtu indicate great activities among Japanese residents and merchants in Szechuan province. The reports say that on March 10th the majority of the Japanese residents and merchants in Chungking, Wanshiu, Chengtu and other cities gathered together in the hall of the Japanese Chamber of Commerce at Chungking for the discussion of measures for the promotion of Japanese interests in Szechuan. The Chamber, in the name of the Japanese in S

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Stars Scotch Whisky
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the very best in whisky finds absolute
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UNCLE SAM SITS UP! WHAT THAT WORD "WAR" DID OVER THERE.

[By J. W. T. MASON.]

New York, February 15th.

The word war is sometimes a maker
of peace. An exaggeration may be per-
mitted to overcome an abnormal situa-
tion.

However the warning came to be issued
that America and Great Britain were
treading the path to war, it has been
fully justified by results. Of course,
nobody in a responsible position in the
United States believes in the possibility
of war between the English-speaking na-
tions. Nevertheless, America and Great
Britain are relatives. And among rela-
tives plain speaking is an inherent right.
So it can be said that, whether or not
Sir Auckland Geddes wishes to claim
credit for the phrase about treading the
path to war, nothing else that has been
said during his Ambassadorship at Wash-
ington has had so valuable an effect. The
United States has always taken privileges
with Great Britain, and there are not
a few John Bulls who take privileges
with the United States—here and there,
even as a livelihood. The international
relations between the two countries are
entirely different from the relation be-
tween any other nations in the world.

FAMILY DISCOURSE.

In the intimacy of family discourse a
simple infliction of the voice may pro-
duce violent rage, where outside the
family circle the same intonation will
cause only amusement.

Before the war, when the United
States occupied an isolated position, it
mattered nothing which way the lion's
tail was twisted by Americans. It
mattered no more than what a Democrat
said to a Republican during the heat of
a political campaign. But since the war
there is a difference. However, Ameri-
cans may regard the fact, personally, the
United States no longer is isolated.
America's world position has become so
important that people abroad for the first
time are studying the utterances of
American statesmen and publicists with
grave attention.

But Americans have remained uncon-
scious of the difference. Their naive
attitude towards Europe has permitted
them to say hard things concerning the
war with bland innocence concerning the
logical effect of their defiant vocatives.
That is to say, Americans have not
adapted themselves to the change in
foreign relations since 1914.

INCREDULITY.

So, when the cables carried from Lon-
don the statement that America and
Great Britain were treading the path to
war, the immediate reaction was a rather
dazed incredulity. Then followed at
first anger, and, afterward a mental
state of dismay. Americans began to re-
call some of the extraordinarily frank
statements, made without thought of
international responsibility, which from
time to time have come from various
domestic centres of political exaggeration.

The average American is a very frank
person in his moods of self-analysis. The
vision of war set on analysis at work in
all parts of the country. And it can be
truthfully said that now, for the first
time, the average American has begun
to realise the dangerous possibilities of
misunderstanding which exist in the pas-
time of discussing delicate international
relations with the squabbling heat of
ward politics. The necessity for speak-
ing more courteously in international
affairs has been mentioned to me by many
persons in the past few days. So, tread-
ing the path to war leads to ways of
peace.

After all, even relatives have feelings
which can be hurt. Especially when out-
siders take to watching.—Daily Express.

GERMAN OFFICER-INNOCENTS

Two hundred Thuringian officers who
were in Belgium in 1914 won a case heard
in Jena, on February 9th, against the
publisher, Eugen Diederichs.

An article in *Die Zeit*, of March, 1920,
had declared that, according to obser-
vations made by a European diplomat,
every German officer almost without
exception had been guilty of theft during
the invasion of Belgium. The December
number of the journal had recanted to
some extent, but the officers declared
that the apology was not adequate, and
that its effect was also destroyed by the
words, "Tant de bruit pour une omelette"
being added.

The defence urged that the article in
question had been written by Diederichs
as an historian who judged the time from
a lofty standpoint, and who had only
wished to illustrate the tendencies which
had been apparent even before the war,
and that the article must be judged in
relation to its predecessors.

The Court condemned the defendant to
a fine of 500 marks, and ordered the
plaintiffs to have the verdict published in
Die Zeit within six months at the expense
of the defendant.

BLUFF.

The *Morning Post* has the following:—
Scene—the hall of a famous club. Enter
the General, to whom is handed an
envelope, unsealed. Lifting the flap, he
finds within a tailor's bill—a colossal bill
—but not for himself; looking again at
the envelope, he finds it is addressed to
a fellow member of the club, whose name
is easily mistaken for his own. He re-
turns the bill to the envelope, hands it
back to the porter, and goes to his
smoke-room. Enter the actor, who, hav-
ing been presented with his bill, also goes
to the smoke-room. There, leaning
deftly against the mantelpiece, with
long, nervous fingers he opens the
envelope and casts an eye over the docu-
ment within. Up go his eyebrows; up go
his shoulders in an expressive shrug—
actions noticed by every man seated round
the fire. Crushing the letter in his one
hand, he drops it delicately into the
james, and turns away, murmuring
softly, "Poor little woman."

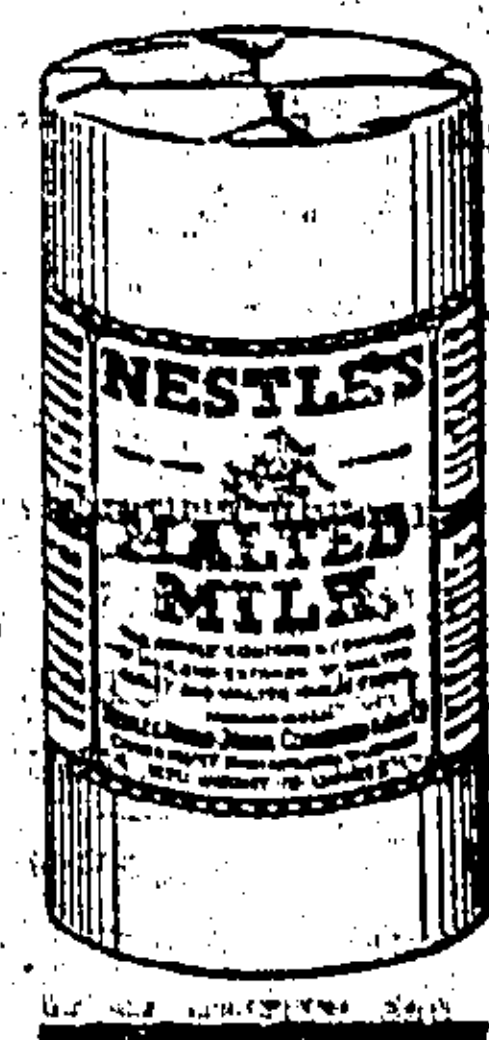
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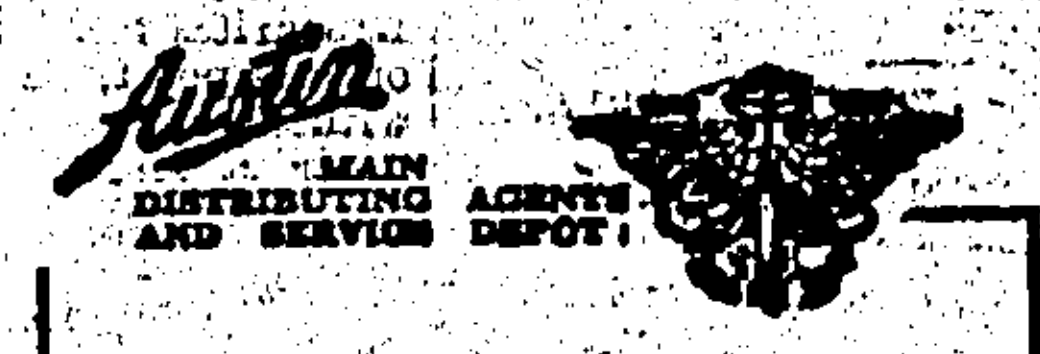
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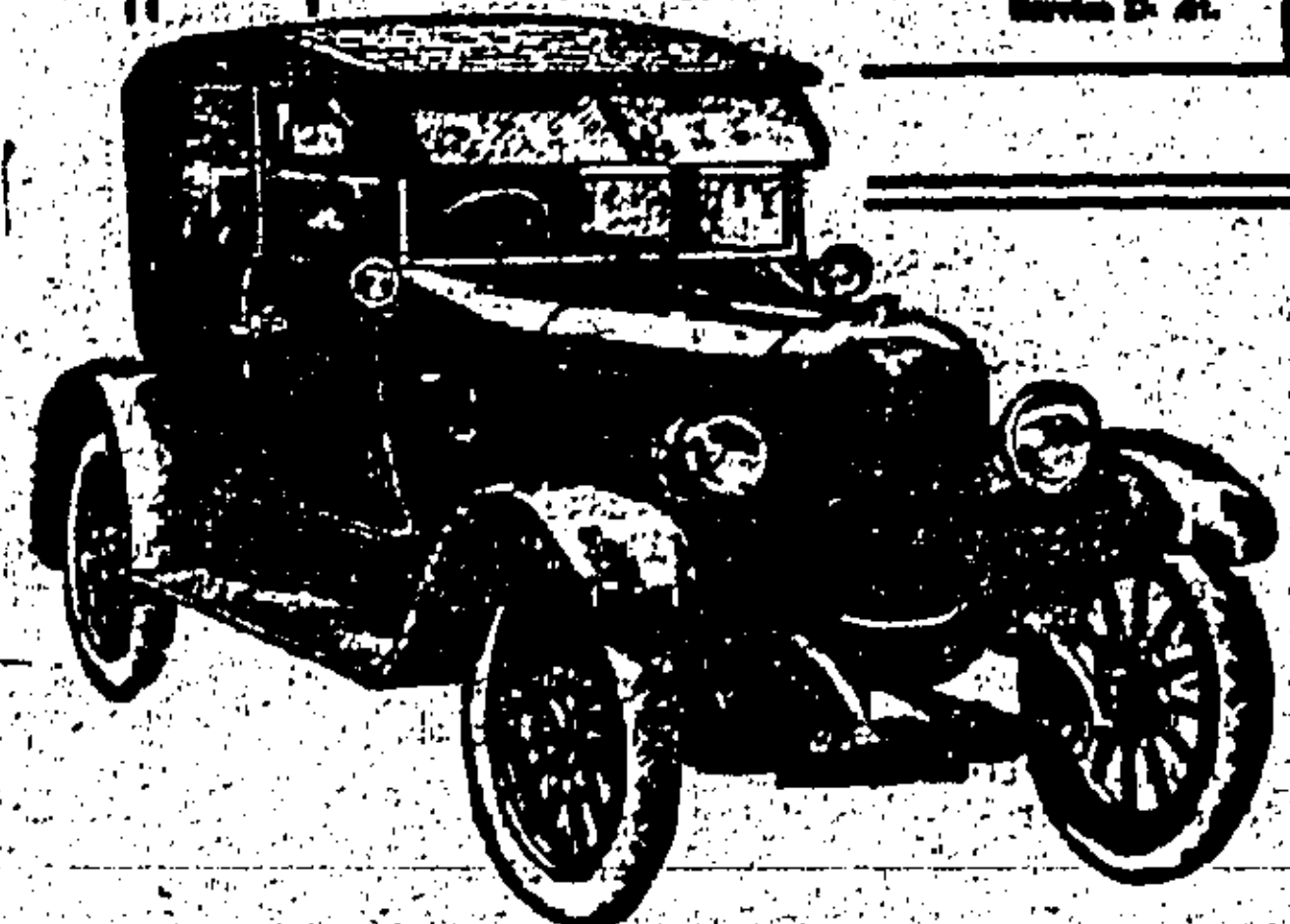
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the instant attention of overseas motorists.
In the Austin Twenty you have a super-car
at a moderate price. It is a thoroughly
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Y10—12 in cities and some popular resorts.
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Kanagawa	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Miyako	Miyajima	Onaka	Tokyo Seiyokan Hotel
Oriental Hotel	Miyajima Hotel	Onaka Hotel	Yokohama
The Hotel	Miyajima Hotel	Shimonoseki	Grand Hotel
	Fujiya Hotel	Saigo Hotel	

IN-TAIWAN (FORMOSA)

Taihoku, Taiwan Railway Hotel

IN OHOSHU

Kobe (Osaka)	Osaka Hotel
Osaka Hotel	Osaka Hotel
Fukuoka	Fukuoka Hotel
Shanghai Station Hotel	Shanghai Station Hotel

IN MANCHURIA

Hotel (Mukden)	Yamato Hotel
Yamato Hotel	Yamato Hotel
Yamato Hotel	Yamato Hotel

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DUNERA"
Arrived Hongkong, on April 5th, 1921.
From BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at risk in the
Godowns and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

This vessel brings on Cargo:—
From MARSEILLES, ex s.s. "CHINA"
From Persian Gulf ex B.I.S.N. and B. & P.
S.N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions have been given to the contrary
six hours before arrival of the Steamer.
Goods not cleared within 8 days, including
date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD &
DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be presented within ten days
of the Steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godown.

MAKINNON, MACKENZIE & CO.,
Agents.
Hongkong, April 5th, 1921. 754

S.S. "YANU-TSE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON,
ANTWERP, HAYRE & LA PALLOUE
in connection with above Steamer are
hereby informed that their goods, with the
exception of Opium, Treasure and Valua-
bles are being landed and stored at their
risks into the Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.


Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be
landed here.

Bills of Lading will be countersigned by
the Underigned, Goods remaining undelivered
after the 10th Apr., at Noon, will be subject
to rent and landing charges.

All claims must be sent in to me on or
before the 13th Apr., or they will not be
recognised.

All damaged packages will be examined by
Messrs. GODDARD & DOUGLAS on THURSDAY
the 9th Apr., at 10 A.M.

No Fire Insurance has been effected.
B. RODENFERNER,
Acting Agent.
Hongkong, April 4th, 1921. 748



Asahi Beer
SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED,
TOKYO, JAPAN.
SOLE AGENTS:
MITSCI BUSSAN KAISHA, LTD.,
HONGKONG.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES per Company's Steamer

"FYRRHUS"
are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon,
where it will be at Consignees' risk. The
Cargo will be ready for delivery from Go-
down on and after 2nd April.

Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.

All broken, chafed, and damaged goods are
to be left in the Godowns, where they will
be examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and Noon
within the free storage period.

No claims will be admitted after the Goods
have left the steamer's Godown, and all
Goods remaining undelivered after the 8th
April will be subject to rent.

All Claims against the Steamer must be
presented to the Underigned on or before
the 22nd Apr., or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 2nd, 1921. 744

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ANTIOCHUS"
are hereby notified that the Cargo will be
discharged into Holt's Wharf, Kowloon,
where it will be at Consignees' risk. The Cargo will be
ready for delivery from Godown on and after
April 2nd.

Optional cargo will be landed, unless
notice has been given prior to steamer's
arrival.

All broken, chafed, and damaged goods are
to be left in the Godowns, where they will
be examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and Noon
within the free storage period.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all
Goods remaining undelivered after April 8th, will be
subject to rent.

All Claims against the Steamer must be
presented to the Underigned on or before April
22nd, or they will not be recognised.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 2nd, 1921. 747

SHIPPING NEWS

ARRIVALS.

April 6th.

Anakusa Maru, Japanese str., 2,380 tons, Capt. T. Harada, from Keelung, with coal, etc.—O.S.K.
Bentley, British str., 2,509 tons, Capt. Watters, from Singapore, with a general cargo—Gibbs, Livingston & Co.
Egmont Castle, British str., 3,324 tons, Capt. J. Cann, from Shanghai, with a general cargo—Dodwell & Co.
Halvard, Norwegian str., 1,068 tons, Capt. Johnsen, from Bangkok, with a general cargo—Kin Tye Loong.
Kohoku, British str., 506 tons, Capt. Pringle, from Shanghai, with a general cargo—B. & S.
Kydrange, British str., 501 tons, Capt. J. E. Drummond, from Swatow, with a general cargo—Chiu On S.S. Co.
Innamieka, British str., 1,421 tons, Capt. Nicoll, from Saigon, with rice—Nemaze.
Kanashar, British str., 1,153 tons, Capt. Cromie, from Shanghai, with a general cargo—Bank Line.
Kato Maru, Japanese str., 1,222 tons, Capt. Yoshizaki, from Bangkok, with a general cargo—Kwang Nguan Seng.
Taipei, Chinese str., 1,044 tons, Capt. Masaki, from Dairen, with a general cargo—Yee Tai Hong.
Van Oon, Dutch str., 2,883 tons, Capt. Schlette, from Swatow, with a general cargo—J.C.I.L.
Wing Sang, British str., 1,517 tons, Capt. Milford, from Canton, with a general cargo—J.M. & Co.

CLEARANCES.

April 6th.

Jade, for Pakhoi.
Kwas Wai, for Tourane.
Monteagle, for Shanghai.
Soshu Maru, for Swatow.
Van Oon, for Singapore.
Wusun, for K. C. Wan.
Whangpu, for Shanghai.
Wing Sang, for Swatow.

VESSELS EXPECTED.

Mespor (Blue Funnel), due April 17th.
Ma Maru (N.Y.K.), from Sydney, due April 11th.
Mutsu Maru (N.Y.K.), from Liverpool, due April 24th.
Bowen Castle (Barber line), from New York, due May 19th.
Harayade (Blue Funnel), due April 20th.
Hector (Blue Funnel), due May 4th.
Igo Maru (N.Y.K. European), from London, due April 14th.
Kamohara Maru (N.Y.K.), from Liverpool, due April 10th.
Macdon (Blue Funnel), due May 8th.
Shinyo Maru (T.K.K.), due April 19th.
Telemachus (Blue Funnel line), due April 11th.
Fushima Maru (N.Y.K.), from Bombay, due April 14th.
Kamagata Maru (N.Y.K.), from Calcutta, due April 15th.
Ketorofu Maru (N.Y.K.), from Calcutta, due April 14th.

GERMAN SHIPPING.

BACK STRONG IN 10 YEARS.

It will not take more than ten years for Germany to restore her mercantile fleet under the plan proposed in that country, according to a dispatch received by the Nippon Yusen Kaisha. This dispatch says:—

"According to the directors of the Hamburg-America Line with regard to the proposed shipping trust in Germany, a big combination of shipping and ship-building companies are to be established. To begin with, new vessels are to be built. They are to be standardized, divided into three or four types.

"The present shipbuilding capacity of Germany is about 750,000 tons a year, but when the trust has been established, it can be doubled during the first year of its existence, and in the third year about 3,000,000 tons can be turned out. Thus the mercantile fleet of Germany can be restored within ten years."

T.K.K.'S SOUTH AMERICAN SERVICE.

SIXTH STEAMER PUT ON RUN.

An expectation that the freight and passenger service between the Orient and South America is going to show a big increase is indicated by the Toyo Kisen Kaisha plans for their Hongkong-South American line, says a Tokyo contemporary.

The *Hago Maru*, which has just been added to the Company's service, is the third of the 12,000-ton freighters to be finished for the South American line, the other two being the *Tokuyo Maru* and the *Reyo Maru*. The other three steamers on the line are the *Ango Maru*, the *Kyo Maru* and the *Seigo Maru*, passenger vessels ranging in tonnage from 14,000 up to 18,000. However, there are being built at the Asano dockyards now three combination passenger and cargo vessels of 17,000 tons each, which will replace the three new freighters. The *Hago Maru*, which is now on her maiden voyage, will complete the round trip to Hongkong, back by Yokohama to Honolulu, San Francisco and to the east coast of South America, returning via Los Angeles, San Francisco and Honolulu to Yokohama. She will then be relieved in September by the new passenger steamer, *Bokuyo Maru*. The *Tokuyo Maru* and the *Ango Maru*, the other two passenger vessels, now building, will take their places in the schedule June 21st and July 21st respectively. This will relieve the new cargo boats for another line or tramp service.

The new passenger boats will have a slightly larger passenger accommodation than the *Ango Maru*. The latter can carry 40 first class, 30 second class and 600 steerage passengers.

SHIPPING MOVEMENTS.

The s.s. *Moorth Prince* (Furness Far East, Ltd.) is expected to arrive here from New York on April 8th.
 The s.s. *Telemachus* (Blue Funnel line) left Singapore, on April 5th, for Hongkong, and is due here on April 11th.
 The s.s. *Demodocus* (Blue Funnel line) left Port Said on March 31st for Hongkong, and is due here on the 20th inst.

WEATHER REPORT.

April 6th at 11.45—Pressure has increased considerably at Vladivostok, and decreased slightly at most of the other reporting stations.

The anticyclone appears to be central over S. Manchuria.
 Hongkong rainfall for the 24 hours ending at 11 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches against an average of 6.92 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	E. winds, moderate; overcast, some drizzling rain or mist.
Fernosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Lamook and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 6th.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.58	29.85	29.94
Temperature	74	70	70
Humidity	61	55	64
Wind Direction	East	East	East
Force	4	4	3
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 5th ... 74
 Lowest open-air Temperature on 6th ... 68

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, the 16th, APRIL, 1934, taking Passengers and Cargo for the above Ports and London. (Under arrangements) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 8 P.M., the day before sailing. The contents and value of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, April 4th, 1934. [739]

MARTIN'S
APOLASTEL
NEURALGIC PILLS

A French Remedy for all Nerve Pains. It is the only remedy that gives instant relief to all cases of Neuralgia, Migraine, Rheumatism, Gout, Sciatica, etc. It is a powerful sedative and antispasmodic, and is perfectly safe for all ages. It is sold in all chemists and druggists.

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THE NEW FRENCH REMEDY
THERAPION NO. 1
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FOR NERVOUS EXHAUSTION, LOSS OF MEMORY, AND DEBILITY.

CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Anemia, and nervous diseases in adults and children.

IN CAPSULES, IN WAFERS, AND IN SYRUP.

C.P.O.S.

SAILINGS.

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Hokkaido), Kobe & Yokohama

Steamer	From Hongkong	Arrive Vancouver
MONTEAGLE	Apr. 7	May 16
EMPEROR OF RUSSIA	Apr. 23	May 16
EMPEROR OF JAPAN	May 17	June 7
EMPEROR OF ASIA	May 23	June 18
MONTEAGLE	June 14	July 4
EMPEROR OF RUSSIA	June 28	July 11
EMPEROR OF JAPAN	July 7	July 28
EMPEROR OF ASIA	July 21	Aug. 8
EMPEROR OF RUSSIA	Aug. 18	Sept. 5
MONTEAGLE	Aug. 28	Sept. 16
EMPEROR OF JAPAN	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to secure their seats early as the Atlantic sailing season is fast approaching. In advance of sailing, they depart from the Orient. The conditions on the Atlantic are as good as on the Pacific. Atlantic crossings can be secured by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passengers enquire of all local representatives will be most pleased to.

For Fares and other information please apply to—

HONGKONG OFFICE.

Telephone 728. Cable address: CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO VIA SHANGHAI JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

"VENEZUELA" ... Wednesday, April 20th.

"GOLDEN STATE" ... About Monday, April 25th.

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SHANGHAI

For CALCUTTA via SINGAPORE, PENANG, AND RANGOON.

S.S. "LAKE GILPIN" ... Sailing April 11th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Biscaya, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

TO NEW YORK & BALTIMORE

To SEATTLE & VANCOUVER (via MANILA)

"West Jessup" ... 22nd April

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

"West Jessup" ... 25th April

Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3026. [46]

"CANADIAN INVENTOR"

Sailing 8th April

VICTORIA, VANCOUVER and SEATTLE, via SHANGHAI and JAPAN.

Taking cargo on through Bills of Lading to Overland Points in Canada and America via the Canadian National Railways.

For Freight apply to—

BUTTERFIELD & SWIRE,

Agents.

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LOS ANGELES PACIFIC NAVIGATION COMPANY

(TRANS-PACIFIC FREIGHT SERVICE)

Operating—United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Towards About Sailing About

S.S. "WEST HIKA" 8th April S.S. "WEST HIKA" 10th April

Through Bills of Lading to all U.S. ports. Shipside connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

CHAS. E. RICHARDSON, General Agent for South China, Prince's Buildings, Chester Road. [94]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	April 27th
PERSTA MARU	20,000	May 14th
TAIYO MARU	22,000	May 28th
SIBERIA MARU	20,000	June 19th
THETO MARU	22,000	June 31st

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTA.

CHUB, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	May 15th
TOKUYO MARU	12,000	June 10th
RAKUYO MARU	17,500	July 11th

* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2274 & 2275.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,300 Tons

SAILING FROM HONGKONG for SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" April 21st

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" April 30th S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT, PRINCE'S BUILDING, 12, DES VOEUX STREET, HONGKONG.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT. No. 1934. No. 2181.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE and BELAWAN-DELI.

6th of April direct

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and

NEW YORK

S.S. "MONGOLIAN PRINCE" ... 16th April (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,

St. George's Building.

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CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS VIA MANILA & HONOLULU.

"HWAH PING" April 9th

"VICTORIA" April 29th

For Freight and Passage, apply to—

THE CHINA-AUSTRALIA S.S. CO. LTD., Agents.

Tel. 2307

112, Commercial Road, Canton.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG
S.S. "KIOTO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG
S.S. "KASENGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Messrs & Co., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "KANDAHAR" ... 7th Apr.
do do S.S. "CITY OF DUNKIRK" ... 25th Apr.
do do S.S. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD. HONGKONG
HONGKONG AND CANTON
MESSRS & CO.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 7th April, 3 P.M.
SWATOW & SINGAPORE	"HUIE"	On 9th April, 10 A.M.
SHANGHAI & TIENTSIN	"CHERAN"	On 9th April, Noon.
SWATOW & BANGKOK	"LUCROW"	On 12th April, 10 A.M.
AMOI, SHANGHAI & FUKOW	"SINKIANG"	On 17th April, Noon.
SHANGHAI	"SOOCHOW"	On 14th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 38.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. A. H. Stewart FRIDAY, Apr. 26th, at 12 Noon.
"HAIHONG" ... Capt. W. C. Passmore FRIDAY, Apr. 16th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.

General Managers.

P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,414	19th Apr.	Singapore, Colombo, & Bombay.
"KHYBER"	9,000	16th Apr.	Marseilles, London & Antwerp.
"SOUDAN"	7,000	29th Apr.	do.
"DYVAKHA"	8,030	27th Apr.	do.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp.
"FLASSY"	7,348	10th June.	do.
"DELTA"	8,000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,649 9th Apr. 11 A.M. Calcutta via Spore, Pangloss, Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,000	13th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

+ Omits Sandakan Calls Timor

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong	Destination
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	16th Apr.	Japan direct.
"TAKADA"	6,949	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cargoes are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to 20th on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments effected of which they have received documents or bills.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"BUBBA MARU" ... Monday, 18th April.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Victoria.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Dalen—Regular fortnightly passenger service, connecting at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

NEW ORLEANS LINE.

JAPAN PORTS—Shanghai, (Moji, Kobe) & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 10th April.

TAKAO via SWATOW & AMOI ... Thursday, 7th April.

"BOBBU MARU" ... For sailing dates and further particulars please apply to Y. YAHODA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... From Hongkong to Australia ... To Hongkong from Australia

"CHANGSHA" ... 25th April ... 30th April

Passenger Service to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Fruit, etc., and have superior accommodation with Electric Light throughout.

For Freight and Passage apply to—BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA Sailing May 3rd.

For VICTORIA, B.C. & SEATTLE, WASH.

(Calling at Shanghai & Japan Ports).

From Hongkong ... Arrive Seattle

S.S. "WENATCHEE" ... May 14th ... June 3rd.

S.S. "KEYSTONE STATE" ... July 5th ... July 23rd.

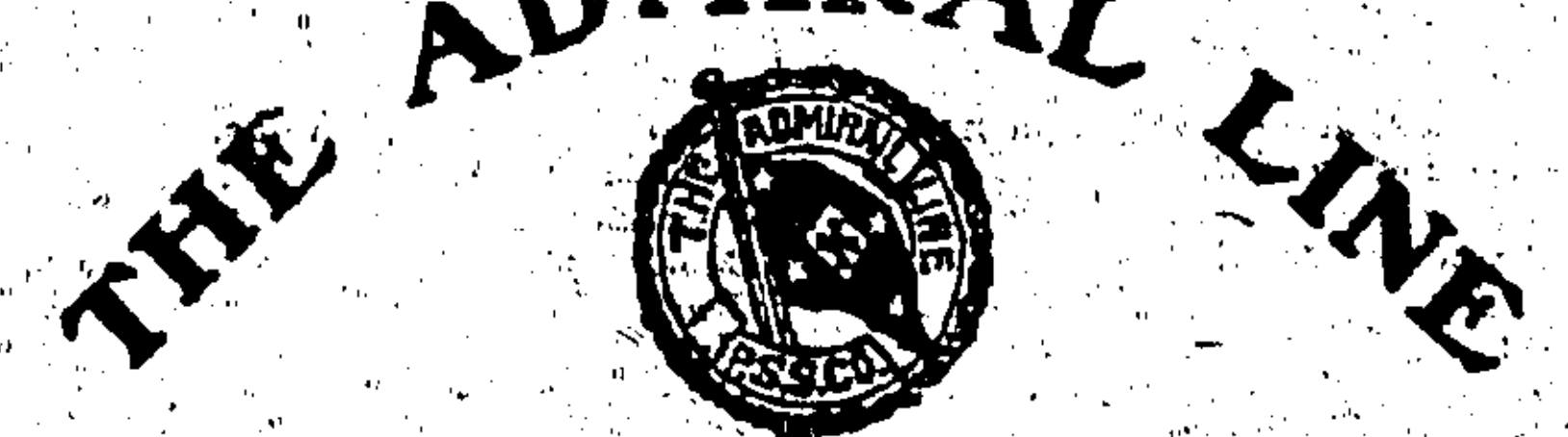
S.S. "WENATCHEE" ... July 25th ... Aug. 13th.

S.S. "KEYSTONE STATE" ... Sept. 17th ... Oct. 5th.

Information regarding rates, accommodation, etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [662]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling Kobe, Yokohama & Seattle)

"CROSSKEYS" ... Freight Only ... About April 16th.

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"MONTAGUE" ... Freight only About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA For Haiphong, Saigon, Java Ports April 7th.

LAKE FARRAR ... April 30th.

LAKE ONAWA ... May 19th.

Through bills of Lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE

5th FLOOR, HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALINE. Telephone 2477 & 2478.

Agents.

5th Floor, HOTEL MANSIONS.

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Telephone 2477 & 2478.

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